

~~Administrative - Internal Use Only~~

9 OCT 1975

MEMORANDUM FOR: Office of Legislative Counsel

ATTENTION :

SUBJECT : Comments Relative to the Floor Amendment to the Energy Conservation and Oil Policy Bill (S. 622/H.R. 7014)

REFERENCE : R&RS dtd 30 Sept 75 to OL fr OLC, Re Same Subj

1. Presently, the Office of Logistics, Logistics Services Division, Motor Pool Branch, provides transportation support as follows:

a. Chauffeured home-to-office and office-to-home transportation to the DCI, DDCI, and DDS&T;

b. Chauffeured local transportation by an assigned driver to the DDA, BDI, DDO, D/DCI/IC, and to the Legislative Counsel;

c. Chauffeured local transportation by pool drivers to senior Agency personnel and others who have a special requirement which cannot be serviced by the Agency or other Governmental shuttle-bus service;

d. Chauffeured ten-passenger, or more, limousine and shuttle-bus service to Agency and executive agency locations in the Washington metropolitan area;

e. Leasing of limousine and bus service to support special Agency requirements.

2. For your information, the Agency no longer operates a limousine as defined in Section 417.(a)(1). The DCI Chrysler was a type 6 vehicle which was taken out of service in January 1974 and has been disposed of through normal General Services Administration disposal procedures. Types 1, 2, and 3 sedans are presently being utilized in our motor pool. Ten-passenger, or more, limousines, sport-vans, and buses are being utilized in the Agency shuttle-bus operation.

3. The House amendment as presently stated would impact on our home-to-office service as presently provided to the DDCI and DDS&T. However, we assume that the Director can make an exception in these two cases as provided by paragraph (b)(3)(C). In all other cases where prompt service cannot be provided to a component through the use of a pool vehicle, a vehicle can be assigned or dedicated to that component but not for the exclusive use of any single individual.

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4. We have no limousines overseas; however, Agency-owned passenger vehicles are assigned to senior officials overseas and, in some instances, a driver is also assigned. We propose that, when an effective date of the legislation is determined, a book dispatch be sent to all overseas installations urging compliance. In addition, we would appropriately amend any [REDACTED] regulations which pertain to the use of official vehicles.

/s/ Michael J. Malanick  
Michael J. Malanick  
Director of Logistics

Att: Ref

Distribution:

- 0 + 1 - Adse, w/att
- 1 - OL Official, w/att
- 1 - OL/LSD, w/att
- 1 - OL/LSD/MPB, w/att
- ① - OL/P&PS, w/att
- 1 - D/L Chrono, w/o att

OL/LSD/ [REDACTED] (6 Oct 75)

Rewritten: OL/P&PS: [REDACTED] (9 Oct 75)

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STATINTL

Approved For Release 2002/01/08 : CIA-RDP85-00759R000100050005-6

Approved For Release 2002/01/08 : CIA-RDP85-00759R000100050005-6

ITEMS FOR MR. CARY FOR THE DCI 9:00 MEETING ON: 1 October 1975  
Date

FROM: WPB

Name

SUBJECT: Limitations on the Use of Limousines

The House and the Senate, without debate, have adopted a floor amendment to the Energy Conservation and Oil Policy Bill (S. 622/H.R. 7014), which would limit the use of limousines and personal drivers by Government agencies. The bill is presently in conference, but there is no difference between the Houses on this particular provision and therefore it may be expected that the final version of the bill will embody this restriction.

The text of section 417 is attached. Briefly, it would:

(1) Prohibit Government agencies from operating "limousines."  
(A limousine is defined as a vehicle for under ten passengers with a minimum curb weight of 5500 pounds, a minimum of 8 cylinders, a minimum net horse power of 190, and a minimum displacement of 450 cubic inches.)

(2) Prohibit all agencies from employing an individual as a driver for a single officer or employee.

(3) Prohibit an agency from operating passenger automobiles for the transportation of any officer or employee between his dwelling and place of employment.

Exception: (a) an employee engaged in field work in remote areas; and (b) a vehicle regularly used by a Government agency in the performance of intelligence duties if the head of such agency determines that exclusive control of such vehicle is essential to the effective performance of such duties.

(4) The limitations in (1) - (3) above do not apply to the operation of motor vehicles "for the personal use of those officials of Government agencies whose personal safety is placed in danger by reason of their duties." (In a floor statement on this section, it was expressly stated that it would cover "such officials as William Colby.")

(5) With the exceptions stated above in (3) and (4), no other officials or employee of an Agency may be furnished a chauffeured automobile for his exclusive use.

GOVERNMENT USE OF LIMOUSINES

SEC. 417. (a) As used in this section:

(1) The term "limousine" means a type 6 vehicle as defined in the Amendment to Interim Federal Specification, Automobile, Sedans, issued by the General Services Administration, December 1, 1971.

(2) The term "passenger automobile" has the same meaning as such term has under section 501 of this Act.

(3) The term "Government agency" means any department, agency, instrumentality, or authority of the executive, legislative, or judicial branch of the Federal Government, or any independent agency thereof.

(b) Except as provided in subsection (c), a Government agency may not—

(1) purchase, hire, lease, operate, or maintain any limousine;

(2) employ or procure the services of any person as a driver for a single officer or employee of a Government agency; or

(3) purchase, hire, lease, operate, or maintain passenger automobiles for the transportation of any officer or employee of a Government agency between his dwelling and his place of employment, except in the case of (A) a medical officer on outpatient medical service, or (B) an officer or employee engaged in field work in remote areas, the character of whose duties makes such transportation necessary, and in either such case, only when such exception is approved by the head of the Government agency concerned; or (C) a vehicle regularly used by a Government agency in the performance of investigative, law enforcement, or intelligence duties, if the head of such agency determines that exclusive control of such vehicle is essential to the effective performance of such duties.

(c) Subsection (b) does not apply to the purchase, hire, lease, operation, or maintenance of—

(1) motor vehicles for the transportation of Ambassadors stationed or conducting business abroad, or for the personal use by the President, and one each for use by the Vice President of the United States, the head of each Executive Department, the Chief Justice of the United States, the President pro tempore of the Senate, the Speaker of the House of Representatives, the Majority and Minority Leaders of the Senate and of the House of Representatives, the Majority and Minority Whips of the Senate and of the House of Representatives, the United States Representatives to the United Nations, and those officials of Government agencies whose personal safety is placed in danger by reason of their duties, or

(2) motor vehicles primarily designed for military field training, combat, or tactical purposes.

(d) No officer or employee of a Government agency, other than those referred to in subsection (b)(3) or subsection (c), may be furnished a passenger automobile for his exclusive use, if such vehicle is to be operated by a person other than such officer or employee.

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crease for September. Given the highly arbitrary nature of the current international oil market and the delicate state of the American economy, doesn't it make sense to provide the President with purchasing agent authority in the event that he should determine at some future date that the international price of oil has passed the economic tolerance level?

I submit that it does, and I urge the retention of section 410 in H.R. 7014.

The CHAIRMAN. The question is on the amendment offered by the gentleman from North Carolina (Mr. BROYHILL).

The question was taken and the Chairman announced that the noes appeared to have it.

## RECORDED VOTE

Mr. BROYHILL. Mr. Chairman, I demand a recorded vote.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 146, noes 254, not voting 33, as follows:

## [Roll No. 518]

## AYES—146

Abdnor	Goldwater	Myers, Ind.
Anderson, Ill.	Gonzalez	Myers, Pa.
Andrews,	Goodling	Nichols
N. Dak.	Grassley	Passman
Archer	Guyser	Pettis
Armstrong	Hagedorn	Pickle
Ashbrook	Haley	Poage
Bafalis	Hammer-	Pritchard
Beaman	schmidt	Quile
Beard, Tenn.	Hansen	Quillen
Bevill	Harsha	Regula
Bowen	Hastings	Rhodes
Breaux	Henderson	Rosen
Brown, Ohio	Hightower	Robinson
Broyhill	Hillis	Rose
Buchanan	Hinshaw	Roussell
Burgener	Holt	Runnels
Burleson, Tex.	Horton	Ruppe
Butler	Hutchinson	Sarasin
Byron	Hyde	Satterfield
Carter	Jarman	Schneebell
Casey	Johnson, Colo.	Schulze
Cederberg	Johnson, Pa.	Sebellus
Chappell	Jones, N.C.	Shibley
Clancy	Jones, Okla.	Shriver
Clausen,	Kasten	Shuster
Don H.	Kazen	Skubitz
Clawson, Del.	Kelly	Smith, Nebr.
Cleveland	Kemp	Spence
Cochran	Ketchum	Stanton,
Collins, Tex.	Kindness	J. William
Conable	Krueger	Steele
Daniel, Dan	Lagomarsino	Steiger, Wis.
Daniel, R. W.	Latta	Symms
Derwinski	Lott	Talcott
Devine	McClory	Taylor, N.C.
Downing, Va.	McCollister	Thone
Duncan, Tenn.	McDonald	Treen
du Pont	McEwen	Waggonner
Emery	Madigan	Walsh
English	Mahon	Wampler
Erlenborn	Martin	White
Esch	Michel	Whitehurst
Findley	Millford	Whitten
Forsythe	Miller, Ohio	Wiggins
Fountain	Mitchell, N.Y.	Winn
Frenzel	Montgomery	Wylie
Frey	Moore	Young, Fla.
Fuqua	Murtha	Young, Tex.
Gibbons		

## NOES—254

Abzug	Bennett	Burke, Mass.
Adams	Bergland	Burlison, Mo.
Addabbo	Blaggi	Burton, John
Alexander	Blester	Burton, Phillip
Ambro	Bingham	Carney
Anderson,	Blanchard	Carr
Calif.	Blount	Chisholm
Andrews, N.C.	Boggs	Clay
Anunzio	Bolling	Cohen
Ashley	Bunker	Collins, Ill.
AuCoin	Brademas	Conce
Badillo	Brinkley	Conyers
Baldus	Brodhead	Corman
Barrett	Brooks	Correll
Baucus	Brown, Calif.	Coughlin
Beard, R.I.	Brown, Mich.	D'Amours
Bedell	Burke, Calif.	Danileis, N.J.
Bell		

Davis	Jones, Ala.	Pressler
DeLaney	Jones, Tenn.	Preyer
Dellums	Jordan	Price
Dent	Kartha	Rallsback
Derrick	Kastenmiller	Randall
Dickinson	Keys	Rangel
Diggs	Koch	Rees
Dingell	Krebs	Reuss
Dodd	LaFalce	Richmond
Downey, N.Y.	Leggett	Riegle
Drinan	Lent	Rinaldo
Duncan, Oreg.	Levitas	Rodino
Early	Litton	Roe
Eckhardt	Lloyd, Calif.	Rogers
Edgar	Lloyd, Tenn.	Roncalio
Edwards, Ala.	Long, La.	Rosenthal
Edwards, Calif.	Long, Md.	Rostenkowski
Ellberg	McCormack	Roush
Eshleman	McDade	Russo
Evans, Colo.	McFall	Ryan
Evans, Ind.	McHugh	St Germain
Evins, Tenn.	McKay	Stantini
Fascell	McKinney	Sarbanes
Fenwick	Macdonald	Scheuer
Fish	Madden	Schroeder
Fisher	Maguire	Seiberling
Fithian	Mann	Sharp
Flood	Mathis	Sikes
Florio	Mazzoli	Simon
Flowers	Meeds	Slack
Flynt	Melcher	Smith, Iowa
Foley	Metcalfe	Snyder
Ford, Mich.	Meyner	Solarz
Ford, Tenn.	Mikva	Spellman
Fraser	Miller, Calif.	Staggers
Gaydos	Mills	Stanton,
Glaimo	Mineta	James V.
Gillman	Minish	Stark
Ginn	Mink	Stokes
Green	Mitchell, Md.	Stratton
Gude	Moakley	Stuckey
Hall	Moffett	Studds
Hamilton	Moorhead, Pa.	Sullivan
Hanley	Morgan	Symington
Hannaford	Moss	Taylor, Mo.
Harkin	Mottl	Thompson
Harrington	Murphy, Ill.	Thornton
Harris	Murphy, N.Y.	Traxler
Hawkins	Natcher	Tsongas
Hayes, Ind.	Neal	Ullman
Hechler, W. Va.	Nedzi	Van Deerin
Heckler, Mass.	Nix	Vander Veen
Hefner	Nolan	Vanik
Heinz	Nowak	Vigorito
Helstoski	Oberstar	Waxman
Hicks	Obey	Weaver
Holland	O'Brien	Whalen
Holtzman	O'Hara	Wilson, Tex.
Howard	Ottlinger	Wirth
Howe	Patman, Tex.	Wolf
Hubbard	Patten, N.J.	Wright
Hughes	Patterson,	Wyder
Hungate	Calif.	Yates
Ichord	Pattison, N.Y.	Yatron
Jacobs	Pepper	Young, Ga.
Jeffords	Perkins	Zablocki
Jenrette	Peyser	Zeferetti
Johnson, Calif.	Pike	

## NOT VOTING—33

Aspin	Lehman	Sisk
Boland	Lujan	Steed
Breckinridge	McCloskey	Steiger, Ariz.
Burke, Fla.	Matsunaga	Stephens
Conlan	Mezvinsky	Teague
Crane	Mollohan	Udall
Danielson	Moorhead,	Vander Jagt
de la Garza	Calif.	Wilson, Bob
Fary	Mosher	Wilson, C. H.
Hays, Ohio	O'Neill	Young, Alaska
Hebert	Rooney	
Landrum	Roybal	

So the amendment was rejected.

The result of the vote was announced as above recorded.

## AMENDMENT OFFERED BY MR. SANTINI

Mr. SANTINI. Mr. Chairman, I offer an amendment.

## PARLIAMENTARY INQUIRY

Mr. BROWN of Ohio. Mr. Chairman, a parliamentary inquiry.

The CHAIRMAN. The gentleman will state it.

Mr. BROWN of Ohio. Mr. Chairman, will the Chair give me a statement as to the status in time of our consideration of this point? Are we still in the consideration under the time limitation of title IV, part A?

The CHAIRMAN. The gentleman is correct.

Mr. BROWN of Ohio. Does this amendment address itself to part A, title IV?

The CHAIRMAN. It does.

Mr. BROWN of Ohio. And how much time remains?

The CHAIRMAN. Twenty-five minutes.

Mr. BROWN of Ohio. Twenty-five minutes under the time limitation?

The CHAIRMAN. The gentleman is correct.

Mr. BROWN of Ohio. I thank the Chairman.

The Clerk read as follows:

Amendment offered by Mr. SANTINI: On page 273, after line 4, insert the following:

## GOVERNMENT USE OF LIMOUSINES

SEC. 416. (a) As used in this section:

(1) The term "limousine" means a type 6 vehicle as defined in the Amendment to Interim Federal Specification, Automobile, Sedans, issued by the General Services Administration, December 1, 1974.

(2) The term "passenger automobile" has the same meaning as such term has under section 501 of this Act.

(3) The term "Government agency" means any department, agency, instrumentality, or authority of the executive, legislative, or judicial branch of the Federal Government, or any independent agency thereof.

(b) Except as provided in subsection (c), a Government agency may not—

(1) purchase, hire, lease, operate, or maintain any limousine;

(2) employ or procure the services of any person as a driver for a single officer or employee of a Government agency; or

(3) purchase, hire, lease, operate, or maintain passenger automobiles for the transportation of any officer or employee of a Government agency between his dwelling and his place of employment, except in the case of (A) a medical officer on outpatient medical service, or (B) an officer or employee engaged in field work in remote areas, the character of whose duties make such transportation necessary, and in either such case, only when such exception is approved by the head of the Government agency concerned.

(c) Subsection (b) does not apply to the purchase, hire, lease, operation, or maintenance of—

(1) motor vehicles for the transportation of Ambassadors stationed or conducting business abroad, or for the personal use by the President, and one each for use by the Vice President of the United States, the head of each Executive Department, the Chief Justice of the United States, the President pro tempore of the Senate, the Speaker of the House of Representatives, the Majority and Minority Leaders of the Senate and of the House of Representatives, the Majority and Minority Whips of the Senate and of the House of Representatives, and the United States Representative to the United Nations, or

(2) motor vehicles primarily designed for military field training, combat, or tactical purposes.

(d) No officer or employee of a Government agency, other than those referred to in subsection (b) (3) (A) or (B) or subsection (c), may be furnished a passenger automobile for his exclusive use if such vehicle is to be operated by a person other than such officer or employee.

Mr. SANTINI (during the reading). Mr. Chairman, I ask unanimous consent that further reading of the amendment be dispensed with, and that it be printed in the Record.

The CHAIRMAN. Is there objection to the request of the gentleman from Nevada?



September 17, 1975

There was no objection.

Mr. SANTINI. Mr. Chairman, this amendment embodies legislation which has been introduced by nearly 90 Members of the House, from both sides of the aisle. It would limit the use of chauffeur-driven limousines in the Federal Government, and would restrict the personal use of Government vehicles by Federal employees.

The amendment adds a new section 416, entitled "Government Use of Limousines." Subsection (a) defines "limousine," using the criteria established by GSA for the so-called type 6 vehicle; these criteria include a minimum curb weight of 5,500 pounds; a minimum of eight cylinders; a minimum net horsepower of 190, and a minimum displacement of 450 cubic inches. GSA has approved this specification for all Federal agencies.

Subsection (b) establishes the basic rule that no Government agency may "purchase, hire, lease, operate, or maintain" a limousine; nor employ any person as a driver for a single officer or employee of the Government; nor allow the use of Government automobiles for the transportation of any employee between his home and his office. This last limitation does not apply to medical officers on outpatient service, nor to employees engaged in field work in remote areas.

Subsection (c) contains the limited exceptions to the general rule. Limousines may be used by Ambassadors stationed abroad—although I understand that fewer than 20 Ambassadors now use cars which meet the technical definition for limousines. Cars for the personal use of the President would also be exempted, as well as one limousine apiece for the Vice President, the head of each executive department, the Chief Justice, the U.N. Ambassador, the Speaker of the House, the President pro tempore of the Senate, and the majority and minority leaders and whips of the House and Senate. The broad restrictions would not apply to the use of vehicles by a Government agency in the performance of investigative, law enforcement or intelligence duties.

Finally, subsection (d) would provide that no Federal officer or employee, other than those mentioned in the two previous subsections, may be furnished a Government-owned automobile to be operated by a person other than that employee.

Mr. Chairman, although this amendment would save the taxpayers millions of dollars annually, I should emphasize that it is primarily an energy conservation measure. Limousines, which get 7 or 8 miles to the gallon, would be taken away from the Home Loan Bank Board, the Consumer Product Safety Commission, the Federal Maritime Administration, the Architect of the Capitol, and the U.S. Soldiers Home. Under secretaries, deputy secretaries, assistant secretaries, deputy under secretaries, and assistants to the under and assistant secretaries would lose their chauffeurs.

The amendment would take half a dozen limousines away from the Postal Service, three from the Department of Transportation, and two from the Of-

fice of Management and Budget. If this amendment is adopted, no longer will officials of the EPA and the FEA be chauffeured around like royalty while they ask other Americans to conserve energy.

In all cases, these limousines would be replaced with smaller, more fuel-efficient cars. The prohibition against driving Government-owned cars home at night and then into work again in the morning, will take a tremendous financial burden off the taxpayers and put it squarely on the highly paid bureaucrats who have been using these cars for their personal use.

Mr. Chairman, Senator PROXMIRE, who originated this legislation on the Senate side, has estimated that it would reduce the number of gas-guzzling chauffeur-driven limousines in the Washington area from 800 to 27.

Members who were here during the last Congress will recall that a similar amendment was added to the Emergency Energy Act which the Congress passed last year. However, President Nixon vetoed that bill for reasons unrelated to the restriction on limousines.

I believe that enactment of this amendment will demonstrate to all Americans that Federal officials are setting an example in reducing extravagant fuel consumption in this period of energy shortages.

Mr. HANNAFORD. Mr. Chairman, will the gentleman yield?

Mr. SANTINI. I yield to the gentleman from California.

(Mr. HANNAFORD asked and was given permission to revise and extend his remarks.)

Mr. HANNAFORD. Mr. Chairman, I would like to commend the gentleman for his leadership in this important act.

I would point out that this legislation would save roughly tenfold the amount of money that was involved in the much discussed congressional pay adjustment that we passed in somewhat devious manner last month. That gave the Congress probably more public attention than anything else this Congress did this year. I did not agree with the devious way it happened. But this amendment involves about ten times more savings than are involved in the cost of living adjustment raise the Congress voted itself.

Mr. Chairman, I think these limitations are a symbol of regency and nobility, and I believe it is time that we pass instead a symbol of austerity for the American people.

Mr. Chairman, I would like to congratulate the gentleman.

Mr. SANTINI. I thank the gentleman for his support.

Mr. BRODHEAD. Mr. Chairman, will the gentleman yield?

Mr. SANTINI. I yield to the gentleman from Michigan.

(Mr. BRODHEAD asked and was given permission to revise and extend his remarks.)

Mr. BRODHEAD. Mr. Chairman, I want to congratulate the gentleman from Nevada for offering this amendment, and I think it is a worthwhile

Mr. DINGELL. Mr. Chairman, while I am in great sympathy with the purpose

of the gentleman from Nevada and commend him for the amendment, I think this is a matter that should be gone into in appropriate fashion with appropriate hearings. I believe that Members of the Committee might not be fully aware of what the bill does in regard to fuel use by the Federal Government.

In section 510 of the bill at which we shall be arriving in due course, the bill does require the President to promulgate appropriate rules with regard to purchase, lease, or other acquisition of automobiles by all executive agencies to assure that these automobiles will achieve either 18 miles per gallon, or the average fuel economy standard applicable under the other sections of the bill. So there is a limitation.

The hard fact of the matter is that this amendment would not significantly change the amount of gasoline used by automobiles and limousines in the Federal automotive fleet.

Beyond this it should be understood by my colleagues that the amendment does affect automobiles of certain officers of the House such as the Sergeant at Arms and the Secretary of the House. The amendment affects automobiles of the Secretary of the Senate and the Sergeant at Arms of the Senate. In addition, the amendment does affect certain other automobiles which are, I think, necessary for use of Federal executives.

Mr. Chairman, for that reason, and because the bill already deals with the question, and also because of the fact that this is a matter which I think should be handled in appropriate hearings, I do rise in reluctant opposition to the amendment.

AMENDMENT OFFERED BY MR. WIRTH TO THE  
AMENDMENT OFFERED BY MR. SANTINI

Mr. WIRTH. Mr. Chairman, I offer an amendment to the amendment.

The Clerk read as follows:

Amendment offered by Mr. WIRTH to the amendment offered by Mr. SANTINI: In subsection (b), strike the period at the end of (3), and insert in lieu thereof the following: "or (C) a vehicle regularly used by a Government agency in the performance of investigative, law enforcement, or intelligence duties, if the head of such agency determines that exclusive control of such vehicle is essential to the effective performance of such duties."

In subsection (c), strike "and the United States Representative to the United Nations, or" and insert in lieu thereof the following: "the United States Representative to the United Nations, and those officials of Government agencies whose personal safety is placed in danger by reason of their duties, or".

In subsection (d), strike the phrase "subsection (b) (3) (A) or (B)" and insert in lieu thereof "subsection (b) (3)".

Mr. WIRTH (during the reading). Mr. Chairman, I ask unanimous consent that the amendment to the amendment be considered as read and printed in the Record.

The CHAIRMAN. Is there objection to the request of the gentleman from Colorado?

There was no objection.

Mr. WIRTH. Mr. Chairman, this amendment would make two changes in the Santini amendment.

September 15, 1975

Approved For Release 2002/01/08 : CIA-RDP85-00759R000100050005-6

CONGRESSIONAL RECORD - HOUSE

H 8751

First, it would add Federal law enforcement personnel to the medical and field workers who would be permitted to drive Government vehicles to and from work.

At present 2,995 of the 4,722 vehicles owned by the FBI are maintained at the agents' residences during nonduty hours. I should note in this regard that FBI regulations strictly prohibit the use of these cars for personal business.

The other change would permit the use of assigned drivers for those officials of Government agencies whose personal safety is placed in danger by reason of their duties. This section would cover a small number of officials, including William Colby and Clarence Kelley, whose bodyguards now double as their drivers.

Mr. SANTINI. Mr. Chairman, will the gentleman yield?

Mr. WIRTH. I yield to the gentleman from Nevada.

Mr. SANTINI. Mr. Chairman, I have no objection to the gentleman's amendment to my amendment. I would ask that it be accepted.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Colorado (Mr. WIRTH) to the amendment offered by the gentleman from Nevada (Mr. SANTINI).

The amendment to the amendment was agreed to.

Mr. MAGUIRE. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, we know that there are abuses in the use of Government vehicles. We have seen it at every level of Government. We know that those abuses exist—including instances in which official vehicles are used for other than official business.

We also know that it is costly, unnecessarily costly, to provide the kind of fleets of Government limousines for Government officials which have become all too standard at every level of government. At a time when we are asking average people throughout this country to make sacrifices because of the economy and because of energy shortages, I do not think it can be defended that conspicuous consumption of this sort should be indulged in by high officials, whether they be appointed or elected.

A lot of us drive around in modest cars of somewhat ancient vintage. What we need in cars is simply a utilitarian means of getting from one location to another; we do not need status symbols.

Mr. Chairman, I think the American people would be well served if we agree to this amendment, and I urge its adoption.

Mr. ECKHARDT. Mr. Chairman, will the gentleman yield?

Mr. MAGUIRE. I yield to the gentleman from Texas.

Mr. ECKHARDT. Mr. Chairman, the gentleman from New Jersey certainly speaks well when he says we all know of abuses. I know when we were sitting in hearings on one of the energy bills, there was a large limousine that carried some witnesses to another committee sitting in the horseshoe drive at the Rayburn Building with the engine running so that the car cool while an official of the ex-

ecutive department was testifying before a committee.

I came up here and pointed it out on the floor, but by the time I got back, the car was still there with the engine still running and the window rolled down because it had gotten too cool for the chauffeur.

Mr. MAGUIRE. Mr. Chairman, the gentleman makes a very good point. We all know of such instances. Other people in this country have to get back and forth to work by public transportation or in their own cars. Government officials should be no exception.

Mr. BAUMAN. Mr. Chairman, I move to strike the requisite number of words, and I rise in halfhearted support of the amendment.

(Mr. BAUMAN asked and was given permission to revise and extend his remarks.)

Mr. BAUMAN. Mr. Chairman, I would just like to say, having read the gentleman's honest effort at some economy—and I commend him on this expedition—I wonder why he feels that this limousine austerity should be fixed upon the bureaucrats downtown solely and that the congressional leadership should be exempted. They, too, have many limousines which guzzle gasoline.

I calculate that there are about 22 different limousines, on various parts of Capitol Hill, all of which could have their windows up and the air-conditioning running only a few feet from the door here. I believe that each of these sumptuous autos should also be covered by this austerity amendment. They happen to be assigned to leaders of both parties, not just of one party; a bipartisan austerity, as it were.

That would include the gentleman from Massachusetts (Mr. O'NEILL), who might be better suited, for economy purposes, if he were placed in one of these new small Chevettes, at a great saving in gasoline instead of a Cadillac. The taxpayers then would know that the majority party wishes to advance the purposes of the gentleman from Nevada (Mr. SANTINI).

Mr. SANTINI. Mr. Chairman, will the gentleman yield?

Mr. BAUMAN. Yes; I yield to the gentleman from Nevada.

(Mr. SANTINI asked and was given permission to revise and extend his remarks.)

Mr. SANTINI. Mr. Chairman, I was just going to say, particularly with respect to the reference to the gentleman from Massachusetts (Mr. O'NEILL), that I think the suggestion of the gentleman from Maryland (Mr. BAUMAN) might prove to be a dimensional handicap to the gentleman and his party, and I think it grossly unfair.

Mr. BAUMAN. Mr. Chairman, if the gentleman from Nevada thinks that the gentleman from Maryland is going to comment on that statement, then the gentleman has taken leave of his senses.

I do think that there is a need for bipartisanship here and that the amendment should be applied to the three branches of Government.

our Ambassadors abroad, who probably

would be better suited to ride in armored tanks or some sort of armed cars, anyway. By excluding almost all of the congressional whips and leaders, we are going to set a very poor example, as usual, by exempting the Congress of the United States from the application of a hardship principle which the gentleman seeks to apply.

When this bill passes and long gas lines form, the fact that these congressional limousines will still be parked out in front of the Capitol will definitely not be a credit to us.

However, Mr. Chairman, as I say, I am in halfhearted support of the amendment, since it does not go far enough, but does go part of the way.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Nevada (Mr. SANTINI), as amended.

The question was taken; and on a division (demanded by Mr. SANTINI) there were—ayes 41, nays 15.

So the amendment, as amended, was agreed to.

AMENDMENT OFFERED BY MR. OTTINGER

Mr. OTTINGER. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. OTTINGER: On page 267, in section 412. (a) (1) (line 8), change \$2,000,000 to \$5,000,000.

On page 268, change the period in line 4 to "; and" add a new subparagraph (D) following line 4 as follows:

"(D) exchange of information from one State to another and evaluation of the results of various techniques and technologies used to reduce per capita usage of energy, including supporting data; such evaluations to be transmitted to appropriate Federal agencies and to the Congress as well as to other States, to units of local government and to the general public."

Mr. BAUMAN. Mr. Chairman, I reserve a point of order on the amendment.

(Mr. OTTINGER asked and was given permission to revise and extend his remarks.)

Mr. OTTINGER. Mr. Chairman, I am offering this amendment at the request of the Governor of the great State of New York. It is not, unfortunately, designed to solve our very great financial problems in New York, but it is designed to help all States to achieve with their own State programs energy conservation goals and to help in the transmission of information as to what goes on in energy conservation fields in their State and other States, Federal agencies, the Congress, and the public.

Mr. BROWN of Ohio. Mr. Chairman, will the gentleman yield?

Mr. OTTINGER. I yield to the gentleman from Ohio.

Mr. BROWN of Ohio. Mr. Chairman, I am trying to understand the thrust of the amendment offered by the gentleman from New York and at this point I do not know whether this amendment is introduced so that the rest of the States can learn how to run their finances from the State of New York or whether the State of New York is trying to learn how the rest of the country handles its resources, or is it both?

It is neither. At the present time the \$2 million that are



MEMORANDUM FOR: Office of Legislative Counsel

SUBJECT : Comments Relative to the Floor Amendment to the Energy Conservation and Oil Policy Bill (S. 622/H.R. 7014)

1. Presently the Office of Logistics, Logistics Services Division, Motor Pool Branch provides transportation support as follows:

a. Chauffeured home to office and office to home transportation to the DCI, DDCI, and DDS&T.

b. Chauffeured local transportation by an assigned driver to the DDA, DBI, DDO, D/DCI/IC, and to OLC.

c. Chauffeured local transportation by pool drivers to senior Agency personnel and others who have a special requirement which cannot be serviced by the Agency or other Governmental shuttle bus service.

d. Chauffeured 10 passenger or more limousine and shuttle bus service to Agency and executive agency locations in the Washington metropolitan area.

e. Leasing of limousine and bus service to support special Agency requirements.

2. For your information, the Agency no longer operates a limousine as defined in Section 417. (a)(1). The DCI Chrysler was a type 6 vehicle which was taken out of service at Mr. Colby's direction and has been disposed of through normal GSA disposal procedures. Types 1, 2, and 3 sedans are presently being utilized in our motor pool. Ten passenger or more limousines, Sport Vans, and buses are being utilized in the Agency shuttle bus operation.

3. The House amendment as presently stated would impact on our home to office service as presently provided to the DDCI and DDS&T. We assume that the Director can make an exception as provided by paragraph (b)(3)(C). The assigned drivers for these officials and for the other officials cited in paragraph 1b above do on occasion perform other services for personnel of the Agency when pool services are not immediately available. We assume that this service could still be provided but on a pool basis rather than on the presently assigned basis.

STATINTL

Approved For Release 2002/01/08 : CIA-RDP85-00759R000100050005-6

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